

use the means so largely in their power, that the barbaric mixtures which now so generally reign may be entirely discarded, and some styles adopted congenial to the history, the climate, the habits, and surrounding aspect of our country; for why should a science so eminently adapted to continue the pride of man's reason, and leave indelible marks of an enlightened and civilized age, even "to the wreck of matter"—why should a science capable of such noble and extended results be perverted by ignorance, and made by false and erroneous ideas of economy, merely a monument of our folly. He then went on to shew how architecture always flourished during this encouragement of literature, and what an active engine it was to promote tranquillity and civilisation; and instanced the restoration of the beautiful models of classic celebrity during the revival of letters under Pope Leo X., and Francis I. The erection of the sublime structures of Rome when Augustus could call around those bright spirits whose genius and learning have since been translated into every tongue. The building of the famous and astonishing edifices which still adorn the Athens, the Acropolis, when Socrates and Plato and a whole host of immortal names were protected and encouraged by Pericles. The rearing those mighty monuments of Luxor and Carnac, when Senofon, although the greatest conqueror of the age, seemed to soar above the prejudices of the times and to devote himself to the enlightenment of his people, by collecting his wonderful library and transcribing over its entrance "The health of the soul." It was this love of learning which was the chief incentive to the erection of those grandest works of human power, and which are now invariably the only record of those remote periods. "Surely then, this establishes the fact that although empires may decay, and the manners and customs of their people be buried in the impenetrable gloom of ages, that although literature be lost, and languages become unknown; yet the language of architecture will never die."

CHURCH-BUILDING INTELLIGENCE, &c.

Restoration of Louth Church and Spire.—This splendid fabric, which for exquisite symmetry and beauty has been pronounced by persons of the best taste and judgment to be one of the finest specimens of its character and style in the kingdom is, we are glad to find, to be restored to a state of security and perfection. The spire (268 feet high) is at present in a very dangerous state, and unless immediately repaired, is likely to fall into ruin. Mr. Cottingham (so well known for his judicious restoration of several cathedral and parish churches) is of opinion that if steps be promptly taken, by a moderate outlay the ravages of time may be effectually arrested, and rate has been laid for that purpose. But the entire restoration of so fine a specimen of British ecclesiastical architecture is really no object not merely of local but of national interest; and on this ground it is satisfactory to find that a public subscription is set on foot in order to provide the requisite funds, which the vicar of Louth has undertaken to receive.—*Hull Packet.*

New Church at Seannore, Droxford.—On Tuesday week the first stone of a new church at Seannore, in the parish of Droxford, was laid by the Rev. John Hargrave, rector of Upham and Dursley. The building is to be erected in the Anglo-Norman style, by Benjamin Ferrey, Esq., of London, the architect, the carrying out of which is intrusted to Mr. Charles Pink, of Hambleton. The church is to be dedicated to St. Barnabas, and will afford accommodation for 300 sittings, 276 of which number are to be free and unappropriated for ever.

Chignell.—On Sunday week last, this church was re-opened for divine service, after having undergone some most important repairs and alterations. The venerable structure may now fairly be classed as one of the greatest ornaments in this delightful county. The beautiful and newly-painted window erected over the altar upon the taste and liberality of Jas. Weddell Bridges, Esq., of Belmont, to whom the parish is indebted for this munificent gift, so well as for many other valuable donations.—*Chelmsford Chronicle.*

Balsham.—A telegraph has recently been erected on the steeple of Balsham church, near Linton. For some time a surveyor has been examining the different eminences in this part of the country, and the above is the spot selected.

The inhabitants of St. James's parish, Bay, have come to a resolution to raise £200, by rate, to defray the expense of the restoration of the ancient bell tower of their parish.

It is said to be in contemplation to rebuild on the same site, the chapel of Sedburgh, near Shaftesbury.

The interesting parish church of Codford, St. Mary, Wilts (which has been enlarged by the addition of a south aisle, and nearly rebuilt), is now rapidly approaching completion.

RAILWAY INTELLIGENCE.

South-Eastern Railway.—Dover Terminus.

—We visited the other day the various works and buildings connected with this terminus, which is now opened; and must say that there seems a disposition on the part of the Company to finish them in a manner scarcely inferior to any on the most important lines. The architectural character of this structure, like all the minor stations on the line, is strictly Italian; and we cannot but look upon the general arrangement as affording every desirable accommodation and convenience which the public can expect. The completion of the various apartments for the reception of royalty, directors' rooms, &c., comprising the loftiest or eastern end of the establishment, is, we understand, to be delayed for a short period. The whole extent of the works when completed, we understand, will cover upwards of three and a half acres of ground, the greater portion of which is surmounted by a skillfully-constructed iron-roofed shed, covering the area, designed for the departure of the trains. This roof we admired very much, from its simplicity of construction and extreme lightness, considering its embrace, in two 40-feet spans, an area of upwards of 200 yards long, by 17 yards wide. We also inspected, with surprise and satisfaction, the application of the Sysel Asphalt (Claridge's patent)—a bituminous limestone from the Jura mountains—for the various platforms. On the departure platform, we find a solid continuous foot pavement, upwards of 10,000 superficial feet in extent, as smooth and even as polished slate, which it much resembles in appearance, though it is as warm and yielding to the foot as a flooring of timber. In the rooms and offices this asphalt has been used; and our examination of it has convinced us that it is an excellent material for various purposes, especially as its quality as a non-absorbent ensures perfect cleanliness, freedom from damp and smells, and also secures an agreeable temperature. We invite all those who are desirous of having a beautiful, economical, and imperishable pavement, to view this. The various offices, retiring and waiting rooms, at this station, are large, lofty, and well-proportioned, and command every convenience. The furnishings and furnishings are very substantially, though chastely, executed. As the eastern portion of the station (on which the tower is to be placed) is not completed, we are unable to form an opinion of its entire exterior effect.—*Dover Chronicle.*

Railway to Rugby.—It is intended to bring forward in the next session of Parliament the project of a line in continuation of the Great Western Railway, passing through Banbury to Rugby, which for a distance of about thirty miles from Oxford will be identical with the line now suggested; and it is thereupon proposed that if such a project be brought forward and should succeed, the line from Wolverhampton shall merge into that line about eight miles north-west of the town of Banbury. The rough estimated cost of the work from Wolverhampton to this latter point, including the branches to Stoke Works and the River Severn, is £100,000, and the rough estimated cost of the work from the point of junction to Oxford is £50,000.

The Midland Railway.—The union of the North Midland, the Midland Counties, and the Birmingham and Derby Railway Companies having been just completed by act of Parliament, the first meeting of the board of the consolidated company, now called "The Midland Railway Company," was held at Derby last week, when Mr. Alderman George Hudson, of York, was elected chairman, and John Ellis, Esq., of Beaumont Leys, Leicester, deputy-chairman. Mr. Hudson's election is a well-earned acknowledgment of the great and unwearied exertions of that gentleman in promoting the amalgamation of the three companies, a union of vital importance to their future prosperity, and which has already improved the value of the shares between forty and fifty per cent. Mr. Hudson now holds the very first place amongst the long list of railway chairmen and directors—a body of gentlemen, it may be remarked, second to none in the United Kingdom for enterprise and talents—as Mr. Adam obtained the cognomen of the "Colossus of Railroads," holding under his name, as chairman, in addition to the Midland Railway, the York and North Midland, the Leeds and Selby, the Newcastle and Darlington, the York and Scarborough, and the Leeds and Bradford Railways, a length of upwards of 300 miles. The accounts of the North Midland, the Midland Counties, and the Birmingham and Derby Railways, will each be kept separate to the end of the present half-year, after which they will be thrown together. A meeting was held on the 13th June, at Derby, to consider the propriety of converting the shares into stock, thus getting rid of the halves, thirds, quarters, and other fractional parts of a share, which would increase the shareholders, and increase the labour of registration. Should the proposed plan be carried out, any amount of stock can in future be transferred in the same manner as in the government funds.—*Leamington Courier.*

The London and York Railway.—A general meeting of the provisional committee of this scheme was held on Friday week, at the Hall of Commerce, Threadneedle-street, the Right Hon. the Earl of Winchelsea presided. J. H. Astell, Esq., the chairman of the acting committee, opened the business of the meeting by stating that the committee having been appointed upon the 17th ult., with the view of amalgamating the companies then before the public—one styled the Great Northern Company, and the other the London and York railway—having for one of its main objects in contemplation, the carrying out of a line connecting the metropolis with the city of York, and ultimately with Edinburgh, had so far succeeded in amalgamating the two committees, as that henceforward they would work together in a harmonious spirit. Mr. Pitman, the secretary, then read the report of the committee. At the conclusion of the report, the noble chairman stated that he was highly satisfied with the plans of the committee, and declared it to be his determination, notwithstanding that one line would be much better suited for his own private interest, to sacrifice every personal motive, and to give his cordial support to the line which the engineers should recommend. Upon the motion of Lord Howick, who took occasion to refer to the atmospheric principle, the report was unanimously adopted. Upon the motion of Lord Worsley, a committee of direction was appointed, with full power to take all the necessary measures to carry out the undertaking. On the motion of Colonel Polleson, a committee of management was also appointed; and after some further business, the meeting separated.

York and Scarborough Railway.—This railway is to be constructed immediately. The York and North Midland Companies are already advertising for tenders for the execution of the works. The line is to be divided into four contracts, which will be decided upon the first week in July, and operations commenced as soon afterwards as possible.

Rye.—Mr. Cubitt, the engineer, has, during the week, gone over the line of road originally contemplated by him for connecting Rye and Hastings with the South-Eastern Railway.—*Dover Chronicle.*

Eastern Counties Railway.—On Thursday evening, 6th inst., in the House of Lords, the Royal assent was given by commission to the Eastern Counties Railway Bill.